

# APPENDIX



## 1979-1999

# NOT JUST A QUESTION OF RESEARCH, EXPLORATION AND EXCAVATION

- 1 - Private and public meetings.
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- 3 - Foundation of the Archaeology Group and the opening of the Museum of History and Ethnography in Bruscoli (Firenzuola).
- 4 - The photographic exhibition in Valserena (S. Benedetto Val di Sambro)
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### 1 - Private and public meetings.

News of our first discoveries aroused the curiosity of many, who not only wanted to see the unearthed paving but also wanted to learn about the history of the road and listen to a description of our research and explorations.

Thus, during the initial years we held private meetings organised by the particularly enthusiastic. During these meetings, we gave brief informative lectures and especially answered any questions from those present. At times, we were confronted by opinions that challenged ours, firing debate and contributing towards ever-increasing interest. The evenings became particularly animated when there were two sides with different opinions: in this case, the debate nearly always boiled down to when the paving was built, which some thought must have been during the late Middle Ages or even modern times, in open conflict with our theories.

From the outset, we noted that our most convinced supporters were those who lived or had lived on the Apennines, or who had in-depth knowledge of the area, who easily understood that a road system of this type could not have been built during the dark years of the Middle Ages (also considering the areas it crossed, which had always been uninhabited and

included the highest altitudes of the Apennines). The most doubtful were the young or those who, regardless of their level of education or culture, lived in cities and had no idea of the precarious conditions of the existing Apennine road system up to the 19th century. When, however, we were able to get across the enormous difference between a medieval mule track and the structure of a Roman paved road, their scepticism was often transformed into agreement.

The biggest difficulty was when we were asked to prove that the road was built in 187 B.C. In these circumstances, we noted the silent rebuke that clouded the eyes of our supporters, because we had not found a commemorative stone celebrating the inauguration of the road, or at least a *miliario* bearing the inscription “*C. Flaminius consul fecit*”. And we must confess, we would have loved to come up with such a find, if only to reward those who have always believed in our ideas.

After the first years of private meetings, the local authorities affected by the route realised the importance of the discovery and asked us to hold public meetings to publicise our finds.

The first was organised by the Municipality of Pianoro in the hall of the Library in Rastignano on 12 December 1986.



Rastignano (Bologna) 12 December 1986: the first public conference held by Cesare Agostini and Franco Santi regarding the discovery of the *Flaminia Militare*.



Rastignano (Bologna) 12 December 1986: the first public conference held by Cesare Agostini and Franco Santi regarding the discovery of the *Flaminia Militare*. A view of the hall in the Municipal library. First row from left: Adriano Simoncini, Giorgio Brighetti and Paolo Guidotti.



When at 9.30 pm we started the conference, the hall (which holds 80-100 seats) was packed with numerous people standing. We were both delighted but also anxious to see such large numbers, worried we would not be concise enough. Nevertheless, the benevolent words of the Deputy Mayor, Generali, and the Head Teacher of Pianoro, Adriano Simoncini, reassured us and we were able to hold everyone's attention for three hours.

After this first conference, we received invitations from numerous municipalities, cultural associations and clubs, etc. who wanted to meet the increasing demand from members curious about the ancient road system.

Two conferences held at the Rotary club introduced us to two professors who for many reasons were an important contribution to our research. The first was held on 9 February 1987, following an invitation by Luca Malisardi and Carlo Cacciari, then Chairman of the Bologna Ovest Rotary Club. At the end of the conference,

Carlo Alvisi, then lecturer in Neurosurgery at Bologna University took the floor in the role of untiring rambler. He informed us that he had walked from Bologna to Florence on numerous occasions, more or less along the route described by us. He pointed out that when planning his route across the Apennines, he had drawn a straight line from Bologna to Florence on a modern road map with the intention of following the line. By applying the "line of sight" principle, he made the same choice as the Etruscans and Romans when they had to cross the Apennines. However, unlike them, he came across numerous natural obstacles such as dense vegetation and, at lower altitudes, fencing around private and industrial properties.

After this first meeting, Alvisi was so interested in our project, that he often came with us during our explorations on the ground, helping to excavate and offering precious advice. Thanks to autonomous initiatives he also contributed towards identifying some



Mount Poggiaccio - (August 1995): Alvisi, left, also offered manual help during some excavations when looking for the remains of the Ligurian civilisation. The effort needed to carry out the dig induced him to work bare chest, as did Franco Santi, in spite of the freshness of the air at an altitude of 1,100 metres.

unclear areas of the route<sup>1</sup>. And so, a profound friendship was born, not just because of our common interest in the search for the road.

A second conference took place on 10 February 1988 at the [Bologna] Centro Rotary Club, thanks to an invitation by the then Chairman, Luigi Heilmann. At the end of our lecture, Giancarlo Susini, Professor of Ancient History and Chairman of the Faculty of Literature and Philosophy at the University of Bologna spoke. His approval regarding the discoveries we illustrated<sup>2</sup> gave us a profound sense of satisfaction because we knew that we had been taken seriously by one of the most authoritative scholars on the subject, a distinguished exponent of that academic world that had initially and continuously demonstrated scepticism.

In the same year, on 6 December, we held a third conference following an invitation from the Chairman of the Bologna Sud Rotary Club, Luigi Montuschi. And another at the Bologna Est Rotary Club on 5/04/90 (chaired by Lodovico Barbieri) and at the Bologna Nord Rotary Club on 11 April 1990, following an invitation by the Chairman, Gavino Onida.

We were also invited to speak at a number of “Lions” clubs: such as on 4 March 1990 at the Valle Savena and Sambro di Monzuno Lions International, on 21 March 1997, at the Bologna Pinaro degli Ariosto Lions Club following an invitation from the Chairman, Gianfranco Gulminelli, and in September 1998 at the Pieve di Cento Lions Club.

We also accepted with pleasure invitations from the Municipalities of Firenzuola on 26 May 1987, Loiano on 5 August 1988, Porretta Terme on 6 September 1991.

Many of the people who attended these conferences asked us to accompany them to the locations where we had found the road, which we did by organising excursions during the summer months.

## **2 - “LA VIABILITÀ TRA BOLOGNA E FIRENZE NEL TEMPO” Conference. General problems and new acquisitions” (28-29-30 September / 1 October 1989)**

In the face of the general interest aroused by our discoveries, during the years 1987-88, the Municipalities of S. Benedetto Val di

Sambro and Firenzuola thought it necessary to organise a historic-scientific Conference with the participation of eminent scholars of ancient road systems, in an attempt to establish when the road we unearthed was built. This initial idea of a monographic research theme gradually developed into an opportunity to broaden the topics worth covering, and eventually included the problems faced by travellers on the various transapennine roads during every age. This considerably expanded the topics to discuss, which ranged from Etruscan pathways to the modern motorway.

Therefore, the organisers were able to count on the participation of wide-ranging and competent scholars of road systems during different ages.

The Conference title reflected this intention: “*LA VIABILITÀ TRA BOLOGNA E FIRENZE NEL TEMPO. Problemi generali e nuove acquisizioni*” [TRAVEL BETWEEN BOLOGNA AND FLORENCE THROUGH THE AGES. General Problems and New Acquisitions].

To ensure the Conference was attended by high level scholars, the two organising Municipalities asked the Universities of Bologna and Florence to nominate a committee to deal with the scientific organisation, drawing up a list of scholars to invite and establishing with them which specific topics to cover. Nereo Alfieri, Professor of Ancient Topography at the University of Bologna and an authoritative scholar on the subject, was appointed Chairman of the Scientific Committee.

When drawing up the list of speakers to invite, the Scientific Committee wanted to exclude us. However, the two municipalities insisted on our participation on the grounds that, although amateur archaeologists, we had made the discoveries that were the reason for organising the Conference and, therefore, we had the right and duty to inform the participants about the discoveries made and express our opinion.

In light of this, we would like to quote some passages from the summary of the Conference written by Luca Fedeli from the Archaeological Superintendency for Tuscany (member of the Scientific Committee) in a magazine published in Mugello<sup>3</sup>: “*From 28 September to 1 October 1989, at Firenzuola and San Benedetto Val di Sambro a conference was held on*

<sup>1</sup> See his contribution described in chapter XX, paragraph 2.

<sup>2</sup> Refer to chapter XII, paragraph 3.

<sup>3</sup> Luca Fedeli: “*The paving stones on the Setta – Savena - Santerno ridge in the Conference on travel between Florence and Bologna through the ages*”; in “*Studi e tradizioni Mugello, Alto Mugello e Val di Sieve*”; a four monthly periodical on historic, economic and geographical culture, year I, issue 1, May 1990.



*“Viabilità tra Firenze e Bologna nel tempo”.*

(...omissis) *The Scientific Committee, chaired by Nereo Alfieri, also included experts selected by each of the two organising Municipal Administrations (Firenzuola and San Benedetto Val di Sambro) and by a representative of each of the two Archaeological Superintendencies (Tuscany and Emilia-Romagna). The Organisational Committee was also extended to the political representatives of the two Municipal Administrations and the Mountain Communities of Vergato and Borgo San Lorenzo. Società Autostrade sponsored the Conference (part of the Iri-Italstat Group – and which also financed the archaeological campaign in the summer of 1989) as did the Cassa Rurale ed Artigiana di Loiano and the Cassa Rurale ed Artigiana di Mugello. The Conference was also supported by the Provincial Administrations of Florence and Bologna.*

*The initial inspiration and the local focus of the Conference was the discovery in August 1979, of a series of paving stones in the Municipality of Firenzuola, positioned along some six kilometres of the transapennine ridge between the rivers Setta (to the west), Savena and Santerno (to the east) (between the Futa pass and the regional boundary) by Agostini and Santi from Bologna.*

*This important discovery was first disclosed in 1985 and has since aroused considerable interest. In particular, the fact that the discoverers of the paving stones identify the road as part of the road between Arezzo and Bologna described by Titus Livius, has aroused particular attention and some controversy, especially in the Bolognese academic world. In fact, the Bolognese academic world in former years had studied at length the “Flaminia Minor” (as the road mentioned by Livy, built in 187 B.C. by the consul C. Flaminius Nepote is now conventionally called). The Bolognese academic world suggested the route went from the ancient Claterna (in the present-day Municipality of Ozzano, in the province of Bologna) along the mountain ridge between the Idice and Sillaro and then across the basin of the Santerno, towards the Apennine watershed and the Mugello valley. The interest in the finds and, why not, the clamour caused by the controversies, inspired the organisation of a Conference regarding the road system between Florence and Bologna through the ages. As underlined by Alfieri in his introductory lecture on 28 September, for too long the regional boundaries now, and formerly between the Grand Duchy and*

*the Papal States, have represented a curious and depreciable barrier in terms of exchange of information between the two versants of the Apennines. This has, therefore, prevented the homogenous collection of data regarding the road system between Florence and Bologna through the ages. This bitter ascertainment was made some time ago by the Scientific Committee which, therefore, decided from almost the outset to widen the theme of the Conference from the discovery of the Setta – Savena - Santerno paving stones to the Bologna-Florence road system “tout court”... (omissis). Thus, during the subsequent meetings of the two preparatory committees, the final structure of the conference was drawn up. Initially the conference was to last three days but was then extended to four to allow for a visit to the Setta – Savena - Santerno road paving. Thus, an excavation campaign along the new paving stones appeared to be a necessary preliminary issue: with great long-sightedness the Società Autostrade financed the excavations on the ground, directed by myself in July-August 1989 and which I referred to in the Conference on 29 September at the Postiglione, at the old Stale pass.*

*In fact, the Conference was held in various locations, from the Ex-Magistrate’s Palazzo in Firenzuola to the Postiglione and, from the morning of 30 September, in Valserena in Emilia... (omissis). During the first day, on the afternoon of 28 September, after various introductory lectures, the session regarding the “Technical-Construction Aspects of the Roads” took place, followed with particular interest by the participants due to the themes of the three lectures (which aimed to illustrate ancient, medieval and modern technical aspects respectively) and the importance and relevance of the topics. I directed an excavation in August 1989 along the stretches of ancient road along the Setta – Savena - Santerno ridge and was particularly reassured by the lecture by Giuliani from the University of Rome, who when discussing the road making techniques used by the Romans, pointed out the various structures used in different times and places, and how difficult the techniques are to define .*

*In fact, except for the sole ancient source that mentions the subject (Statius, *Silvae* IV, 3, 40 and elsewhere), there are no other ancient texts and little modern research that can be used in an in-depth archaeological investigation. After the session held on the morning of 29 September regarding the “historical aspects and*

*naturalistic aspects of the road system between Tuscany and Emilia Romagna" in the afternoon the discoverers of the road spoke at length about technical and topographical aspects and the timeline of the discovery itself, also illustrating the reasons that induced them to identify the stretches of road they found as the "Flaminia Minor" (which we call the Flaminia Militare).*

*Perhaps it is in reference to this and other identifications – which Mannoni from the University of Genova underlined to the general approval of all - that the stretches of the Setta-Savena-Santerno road are of great interest regardless of whether they are ancient, medieval or modern. Anyway, identification of the name of a road, however important, is in some ways secondary compared to the fact that it exists and the discovery of stretches of a road about which all trace had been lost... (omissis). The same Mannoni, echoed by Chevallier from the University of Tours, expressed his utter respect for the Setta – Savena - Santerno paving stones, observed two evenings before during the visit... (omissis). As regards these general theories, often exciting (or at least stimulating), my lecture regarding the "New archaeological finds" which took place on the evening of 29 September, was much more arid. My task was not easy: I had to explain the summer excavation campaign from which a series of clarifications was expected regarding the nature and dating of road components. However, the scarcity of material that emerged, the fact that the excavation was carried out so near to the date of the Conference and the fact that the archaeometric analysis was still taking place made this difficult... (omissis). The data in question shall be published in the Conference Minutes printed thanks to the far-sightedness of the Mugello Mountain Community".*

We would like to add that over the four days, 27 speakers took the floor to discuss diverse and interesting topics. We would like to mention the themes dealt with by the most authoritative speakers (listed in their order of appearance at the Conference):

- Fulvio Giuliani: *The construction of Roman roads.*
- Tiziano Mannoni: *Medieval road construction techniques.*
- Alberto Riparbelli: *Technical and technological aspects of modern road construction.*



Valserena (S. Benedetto Val di Sambro): "La viabilità tra Bologna e Firenze nel tempo" Conference; 28 September / 1 October 1989: Nereo Alfieri gives his lecture illustrating the route of the Via "Flaminia Minore".



Valserena (S. Benedetto Val di Sambro): "La viabilità tra Bologna e Firenze nel tempo" Conference; 28 September / 1 October 1989: Cesare Agostini illustrates the route of the "Flaminia Militare" and describes where the Roman paving stones were found.





Valserena (S. Benedetto Val di Sambro): “La viabilità tra Bologna e Firenze nel tempo” Conference; 28 September / 1 October 1989: view of the Conference hall. In the first row, Raymond Chevallier (second from left) and Giovanni Uggeri (first on the right).

- Antonio Veggiani: *The geomorphic features of the Tuscan-Emilian Apennines in relation to the origins of the road system .*
  - Guido A. Mansuelli: *Historic aspects of the transapennine road system in ancient times.*
  - Daniele Sterpos: *Alternating passes in past journeys between Bologna and Florence.*
  - Vittorio Di Cesare: *New documentary evidence of the Setta-Savona ridge road. Technical and topographical aspects.*
  - Luca Fedeli: *The 1989 excavation campaigns along the stretches of road on the Apennine ridge between the Setta, Savona and Santerno.*
  - Marco Milanese: *Mineralogical examination of ceramic finds from the pre-Roman site in Poggio Castelluccio (Bruscoli - Florence).*
  - Nereo Alfieri: *The Via Flaminia “Minore”.*
  - Giovanni Caselli: *The “natural” Bologna-Florence route (the Setta-Savona ridge) on the ground and in local tradition.*
  - Renato Stopani: *The “Florentine Alps” and links to the Po Valley.*
  - Natale Rauty: *The medieval road system across the Pistoia Apennines.*
  - Leonardo Rombai - Lidia Calzolai: *The transapennine road system of modern Tuscany.*
  - Antonio Bacci: *The territory of Arezzo.*
  - Giovanni Uggeri: *The Apennine road system between “Regio VII” and “Regio VIII”.*
  - Jacopo Ortalli: *Caesena -Sassina - Balneum: ancient roads and road infrastructures in the Savio valley*
- On the afternoon of 29 September we held

our lecture with the theme: *“Timeline of a discovery (the Flaminia Militare)”*.

Raymond Chevallier, professor at the University of Tours (France) and an eminent scholar of Roman roads expressed words of approval regarding the discovery of the paving (which he visited during the Conference).

The Conference was concluded by Lucio Gambi from Bologna, who summarised the various trends that emerged during the numerous presentations and the two opposing theories upheld by N. Alfieri and ourselves in reference to the route followed by C. Flaminus. He stated that he tended to agree with our theory, although he had some reservations:<sup>4</sup> *“But between these two routes, was the preferred route the western one along the rib of mount Bastione or the eastern one along the rib of mount Canda? Leaving aside archaeological proof that can only be used as evidence after it has been definitely assigned to an age... (omissis) by basing my opinion almost solely on topographic circumstances, I believe that between the two, the preferred route was the western path. The circumstances (which could not have lasted for more than fifty years) are the following: from a military point of view, in a situation that sees Pisa and Bologna playing the role of outpost and base in the conquest of Liguria, and Fiesole being the focus point that united them, a road drawn atop the rib of mount Bastione, which dominated the basin of the Reno but was also some distance from its valley bottom and well protected by its high altitude, was in the best position to act as a lateral line of communication and supply during the war operations conducted west of the Reno against the Friniates and the Apuani.*

*In the search for the road opened through this area by the consul Flaminus, this solution, inspired by considerations of military logic, pushes one to discard the other pre-Roman route from the basin of Firenzuola along the rib between the Idice and Sillaro.*

To summarise, the prevailing opinion emerged from the Conference whereby the paving found on mount Bastione, mount Poggiaccio and Poggio Castelluccio belonged to a Roman road.



Valserena (S. Benedetto Val di Sambro): Conference about “La viabilità tra Bologna e Firenze nel tempo” 28 September/1 October 1989: Raymond Chevallier complements Cesare Agostini for the explorations carried out with Franco Santi, discoverers of the transapennine Roman road.



Valserena (S. Benedetto Val di Sambro): “La viabilità tra Bologna e Firenze nel tempo” Conference; 28 September / 1 October 1989: Franco Santi (right) with Tiziano Mannoni (facing) and Massimo Simoncini (standing) Councillor for the Municipality of S. Benedetto Val di Sambro.

The only doubt that remained was the exact date of its construction.

N. Alfieri substantially arrived at the same conclusions, and wrote in his report published in the

<sup>4</sup> Lucio Gambi: *“Qualche considerazione in vista di una prossima riapertura del discorso”* in the Minutes of the Conference about “La viabilità tra Bologna e Firenze nel tempo”; published by Costa Editore, Bologna, 1992, pages 268-269.



Minutes of the Conference<sup>5</sup>: “A series of interdisciplinary research projects was developed on this basis which better defined the route of the Via Flaminia on the Emilian versant, clearly distinguishing it from that of the road – also Roman – of the adjacent Savena valley and proposing the links between these transapennine roads and longer distance itineraries between the peninsula and Cisalpine region”.

The four days of the Conference ended with great success, not just for the scientific standard of the themes discussed but also in terms of organisation and logistics. This was thanks to the initiative and the efforts of the Municipal Administrations of San Benedetto Val di Sambro and Firenzuola, coordinated by the respective Mayors, Massimiliano Stefanelli and Giovanni Vignoli, who we would like to thank.

### 3 - Foundation of the Archaeology Group and the opening of the Museum of History and Ethnography in Bruscoli

During the conference held in Firenzuola, in May 1987, we met a number of young people from Bruscoli who were enthusiastic about joining us in the search for the remains of a Roman road that also passed through their area. A substantial collaboration was soon established, which turned into a sincere friendship, based on a common interest in the study of the history of the area and archaeological research.

A few months after the Conference in September-October 1989, realising that the Superintendency for Tuscany could not maintain contacts with private individuals, even if fired by the disinterested will to explore, we founded the “Gruppo Archeologico di Bruscoli” (G.A.B.) [Bruscoli Archaeological Group], a free association of volunteers with the objective of carrying out research and explorations on the ground to safeguard, protect and catalogue every emergence of archaeological interest. The founding members were: Emanuele Stefanini, Franco Santi, Cesare Agostini, Andrea Vignoli, Marco Antonelli, Sabrina Stefanini and Alessandro Stefanini, also joined by the Parish Priest of the

town, Don Lucio Bianchini. The Group received the recognition of the Archaeological Superintendency for Tuscany on 30 November 1989 and, from that moment became its official reference for this Apennine area. The Group was then formally constituted with a public deed on 19.02.1996, becoming legally autonomous. Over the years, the founding members were joined by other volunteers from Tuscany: Mirella Romei, Domenico Galeotti, Antonio Galeotti, Franco Poli, Delia Poli and Manuel Noferini and from Bolgona: Carlo Alvisi and Franco and Vittoria Bacci. The meetings (not only formal) held by the Group members provided an impulse to those initiatives that we could not organise alone. Thus as well as material help in terms of uncovering other stretches of Roman paving, the Group provided the work force needed to excavate the remains of the building on Poggio Castelluccio (September 1992), it installed fencing to safeguard the paving on Poggio Castelluccio against the unlawful transit by cross country motorcyclists (July 1995); it built roofing to protect the entrance corridor to the firebox of the kiln on Piana degli Ossi (April 1996) and it started the excavations on the medieval castle in Bruscoli (July 1999).

The most important and demanding task was setting up the Museum of History and Ethnography in Bruscoli, possible thanks to the great



Bruscoli (Firenzuola) 13 August 1994: *The mayor of Firenzuola, Giovanni Vignoli gives the inaugural speech of the Museum of History and Ethnography in Bruscoli.*

<sup>5</sup> N. Alfieri: “La Via Flaminia “Minore”; in the Minutes of the Conference “La viabilità tra Bologna e Firenze nel tempo”; published by Costa Editore, Bologna, 1992, page 99.

cultural sensibility shown by the Municipality of Firenzuola, who allowed permanent use of the local elementary school building (which had been closed). The opening of this permanent educational exhibition was mainly due to the efforts of Emanuele Stefanini, the first chairman of GAB, who with great tenacity and effort, dedicated all his free time to achieving this objective. The museum, inaugurated by the Mayor of Firenzuola, Giovanni Vignoli, on 13 August 1994, initially housed the items from ancient and medieval times found during our explorations and photographic documentation of the stretches of uncovered Roman paving. Over the years, other more recent and just as interesting items have been added, such as tools and materials. The museum is now divided into three sections:

- geo-archaeological finds.
- items from Apennine folk culture: the tools used by our grandparents, the reconstruction of agricultural environments and craft activities.
- remains from the second world war in memory of the “Gothic Line”.

#### 4 - The photographic exhibition in Valserena (S. Benedetto Val di Sambro):

To meet the widespread curiosity aroused over the years by our discoveries, we organised a photographic exhibition illustrating the numerous images of the



Valserena (S. Benedetto Val di Sambro) 12 August 1990: visitors at the “Flaminia Militare” photographic exhibition.



Valserena (S. Benedetto Val di Sambro) 12 August 1990: group photo of the opening of the photographic exhibition. From left: Cesare Agostini, Franco Santi, Emanuele Stefanini, Sergeant of the Carabinieri, Luciano Poli, Mayor of the Municipality of S. Benedetto Val di Sambro, Oscar Clausi-Schettini and Giovanni Vignoli, Mayor of the Municipality of Firenzuola.

excavations and finds, as well as other photographs and illustrations. This was possible thanks to the generosity of Sergio Dall’Omo, who we would like to thank for allowing us to use a number of rooms owned by him in Valserena free of charge (S. Benedetto Val di Sambro). The exhibition, inaugurated by Luciano Poli, Mayor of S. Benedetto Val di Sambro and Giovanni Vignoli, Mayor of Firenzuola, attracted the interest of many visitors who flocked to see it from the very first day (12 August 1990).

#### 5 - News of the discovery of the Flaminia Militare reaches the United States of America

During our explorations on Poggiaccio and Poggio Castelluccio, we came across the fortifications built during the second world war, fought bitterly on these mountains. As well as the remains of military supplies and bullet shards, we also identified hundreds of small trenches, big enough to hold a man and dug by American soldiers to protect themselves from enemy bombardments. One had been dug right into the Roman paving by an unaware soldier who must have worked very hard to break through the paving.

Our thoughts then turned to 187 B.C., when on the slopes of these same mountains,





## 91st Infantry Division Association

Lorraine - Meuse-Argonne - Ypres-Lys - Rome-Arno  
North Apennines - Po Valley

April 11, 1990



Dear Signor Agostini:

I was delighted to receive your two books and especially happy to receive your letter. Thank you so much for allowing me to reprint the photographs. You and "STUDIO COSTA" will be given full credit. A short article on your work will appear in the June issue of our "Powder River Journal". A more detailed story will be featured in our December edition.

As soon as I got the copy of *LA STRADA FLAMINIA MILITARE* I rushed down to the local library and checked out all the books they had on the ancient Roman viae. The book, *THE ROADS THAT LED TO ROME*, told me just about everything I wanted to know. The book was published in 1967 and written by Victor W. Von Hagen with the photographs by Adolfo Tomeucci. So I found your book fascinating. The photographs are absolutely beautiful. They made me want to catch the next airplane back to Italy. Of course, much of this region of Italy is very familiar to me. I walked the entire distance from Florence to Bologna and probably dug some of those trenches that you mentioned. And probably walked upon *LA STRADA FLAMINIA MILITARE* though I was unaware of it at the time. I have returned to Italy several times since the war and my wife and I spent two weeks in Loiano in '88 to help dedicate the 91st Division monument that stands along Via Marconi. We have good friends in Loiano and also in Livergnano. Romana Lelli and her mother used to run the *Trattoria Ardevilla*, and they are special people to us. We also have good friends in Pianoro. Because of my war days I have learned to love Italy and its people. Let us hope that the stupidity of war will never again envelope our countries.

So your book brought back many memories: Futa Pass, Raticosa, Monzuno, Monte Adone, Monghidoro, Pietramala, ....the 91st Division passed through all of these places. And we walked over Mt. Altuzzo, Monticelli, M. Bastia, M. Castellari, M. della Forniche and M. Arnigo. Names that have become embedded into my heart.

I do remember *CASTEL DELL'ALPI* and just about every house and village along Highway 65.

During the winter of '44-'45 the furthest advanced point of the 91st Division was around Zula. We sent patrols out into that area about every night. When I returned to Highway 65 how surprised I was to see a fine restaurant now at Zula, and with a lovely glassed-in veranda!

Within a few days I'll be sending you two copies of my book, *THUNDER IN THE APENNINES*. I'll sign both of them. I'm still hard at work on my new book, *THE SUMMER IS ENDED*. Right now, I'm having problems with my editor who wants to shorten the book. And I'm opposed to it.

I am glad that the soldiers of the 91st left you a pair of binoculars. That's the least they could do, since we tore up your country so badly.

Unfortunately, my wife and I will be unable to travel to Italy this summer; however, we do plan on a trip in '91 or '92. Of course, I would love to visit with you about the *Flaminia Militare* and see, once again, some of the trenches my friends and I dug. We were in Italy in '84 and '88 and we want to try and return every three or four years, or at least, until we get too old to travel. I will be 65 years of age this month, and while I don't feel old and I don't believe I am old, they all tell me it is true!

My good friend, Phil Scaglia, will be going to Italy in September. Perhaps you and your friends can get together with him. Phil served in the 361st Infantry so he is familiar with all the photographs and the places I mention in my book. He also speaks fluent Italian. He read *LA STRADA FLAMINIA MILITARE* and was impressed.

So, thank you again for your kindness. Please keep in touch with me. Say "Hello" to Franco Santi and Vittorio di Cesare and tell them how much I enjoyed the book.

I am also sending you some back issues of our "Powder River Journal".

Affectionate greetings from both myself, and my wife Rita.

"Buona Pasqua a te, e tutta le tua famiglia"

*Roy Livengood*

*The letter from Roy Livengood, an American ex-serviceman from the 1944-45 war who fought on the "Gothic Line" on the Futa pass, where he asks us for permission to publish some photographs of the Roman Road in a periodical published in the United States.*

the Roman legions had to fight bloody battles to defeat the Ligurians. Although 2,130 years passed between the two wars, traces of both survive: the small trenches dug in 1944 A.D. are just a few metres from the large ditch on Poggio Castelluccio, used in the 2<sup>nd</sup> century B.C.

We also wondered what fate had held in store for those American soldiers, imagining that now that the danger of war was distant, they may appreciate this Roman road that armed, they had unknowingly trodden.

This thought was a premonition of a casual event that put us in contact with a number of American ex-servicemen who had fought on the Futa Pass. A copy of our book published in 1989 reached the hands of Roy Livengood, who had fought in those battles and who now lived in Kansas (USA). He had become a journalist and written a book about the battles along the Gothic Line<sup>6</sup>. Interested in our finds and as a member of the 91<sup>st</sup> Infantry Division Association, he asked permission to publish some photographs from our book in the association's military magazine, which delighted us.



Poggio Castelluccio (April 1986): at the beginning of spring, snow lingers in the still visible trench, dug in September 1944 by an American soldier to protect himself from enemy bombardment.



Poggio Castelluccio - September 1990): Philip Scaglia and Roy Livengood, ex-servicemen of the American 91<sup>st</sup> Infantry Division near a trench dug by one of their comrades-in-arms near the Roman paving in September 1944. (From "The Powder River Journal" - December 1992).



The Futa pass - September 1944: a patrol of American infantrymen carry supplies to the 91<sup>st</sup> Division, busy fighting the Germans along the "Gothic Line" near the Futa pass. Could they be climbing Poggio Castelluccio, as did the Romans in 187 B.C. to defeat the Ligurians? (From "Thunder in the Apennines" by Roy Livengood).

<sup>6</sup> Roy Livengood: "Thunder in the Apennines" by Roy Livengood). Printed in the U.S.A., 1981.





Castel dell'Alpi (S. Benedetto Val di Sambro) – December 1944: *a few months after breaking through the "Gothic Line", the 5<sup>th</sup> American army had set up a repair workshop in front of the church. Note the truck and tank with a crane.*



Castel dell'Alpi (S. Benedetto Val di Sambro) – December 1944: *Cesare Agostini at 7 years old (left) with his brother, Raffaele, in the yard in front of his father's house where numerous vehicles belonging to the 5<sup>th</sup> American army were parked.*



After an exchange of letters, the idea cropped up whereby they should visit our discoveries. Thus in September 1990, Livengood came to Italy with Philip Scaglia, another Italo-American ex-serviceman resident in New York. They found the visit to the battlefields on the slopes of Poggio Castelluccio and Poggiaccio very interesting and we were struck by their emotion when once again they set their eyes on those trenches dug by their comrades-in-arms and scattered throughout the beech wood. An article and photographs of their return to the Gothic Line was later published in the December 1992 issue of their six-monthly magazine "The Powder River Journal".

## 6 - Guided tours along the Flaminia Militare

Following the requests of many, we organised numerous excursions, attempting to get as many people together as possible on the same day. Thus, we formed large groups ready to walk the 10 km along the ridge route between Pian di Balestra and the Futa pass. When, however, over the past years we



North Bactone (5 June 1988): members of the C.A.I. Italian Alpine Club on the edge of the "Flaminia Militare".

Poggio Castelluccio - August 1985: one of the first excursions on the "Flaminia Militare". Mr. Giorgio Brighetti reads Livy's account about the construction of the Roman Road to a large group of young people.







Piana degli Ossi – 9 August 1989: a group of friends from the “Associazione Monte Bastione” listen to L. Fedeli who is illustrating the finds from the excavation campaign.



Poggio Castelluccio – June 1990: Employees from A.T.C. in Bologna (and families) on the paving stones of the “Flaminia Militare”.





Mount Bastione – 16 September 1990: *members of the Mugello Rotary Club on the “Flaminia Militare” accompanied by Franco Santi (sitting left).*

discovered the stretches of road south of the Futa pass, on the slopes of Poggione, visits to these finds were less demanding because they could be reached after just 30 minutes' walk.

We always organised the trips during the summer months to get the full benefit of the pleasant mountain climate at altitudes almost constantly above 1,000 metres. This also allowed for time in the spring to sweep away the carpet of autumn leaves from the paving. Every year we took 5 or 6 groups belonging to private clubs (Rotary

and Lions), cultural and sports associations, company recreational clubs, sections of the C.A.I. (Bologna, Porretta Terme, Bergamo, Parma etc.) and were always very grateful for the expressions of esteem and friendship we received.

Don Bergamaschi, a well-known priest and keen mountaineer, organiser of many expeditions



Valserena - The 'Baita del Cacciatore' Restaurant - 16 September 1990: *at the end of the long trip along the “Flaminia Militare” the members of the Mugello Rotary Club restore their strength with us with a welcome lunch.*



Poggio Castelluccio – 19 July 1992: *a small but authoritative group accompanied by Cesare Agostini along the Roman road. From left: Menotti Galli, Professor of Cosmic Ray Physics at Bologna University, Gennady Andreev, Director of the Tomsk Astronomical Observatory (Siberia), Cesare Agostini, Nikolai Vasiliev, member of the Russian Science Academy, Giuseppe Longo, Professor of Physics at Bologna University.*





Mount Poggiaccio – 15 June 1991: *members of the Bologna-Est Rotary Club during a visit to the Flaminia Militare. They are grouped at the centre of the now dry, small ancient reservoir on the slopes of Poggiaccio. Lodovico Barbieri, President of the Rotary club (sitting left) is next to Franco Santi.*

to the Himalayas, came to Poggio Castelluccio and Poggiaccio in September 1993. We would also like to mention the visit on 19 July 1992, by two eminent Russian academics invited by Giuseppe Longo from the Institute of Physics of the University of Bologna.

We have already mentioned the visit by Giancarlo Susini in September 1988 (Chapter XII, paragraph 3). This illustrious professor, accepted our invitation

and returned on 3 September 1999, eleven years later, to see the paving stones unearthed in 1994-98 south of the Futa pass. He was very impressed by the straightness of the route, the solidity and perfect state of conservation of the road. On this occasion, he also measured a number of stones along the edge, noting that they either measured a Roman “foot” exactly or a multiple of one.





*The Via Flaminia Militare*  
*in the press*

After the first article by Nereo Liverani in the "Nazione di Firenze" on 5 November 1985, many other daily newspapers and periodicals have published articles and reports about our discoveries, which also included clashing opinions, firing a lively debate that has accompanied us for many years.

Among the most widely read national periodicals are:

**Historia:**

Issue 347, January 1987, page 82.

**Oggi Natura:**

Issue 10, October 1988, page 124.

**Airone:**

Issue 104, December 1989, page 39.

**Archeo:**

Issue 59, January 1990, page 19.

**Archeologia viva:**

Issue 9, January-February 1990, page 5.

Daily newspapers:

**Il Resto del Carlino:**

15.07.86 - 7.08.86 -  
26.09.86 - 27.12.86 - 31.01.87 - 4.02.87 -  
24.05.87 - 12.07.87 - 12.03.88 - 31.07.88 -  
3.08.88 - 20.01.89 - 19.05.89 - 13.09.89 -  
17.11.89 - 10.08.90 - 26.09.90 - 29.09.90 -  
5.09.91 - 30.01.93.

**La Nazione:**

9.03.86 - 26.04.86 - 25.09.86 - 5.10.86 -  
22.11.86 - 12.12.86 - 17.12.86 - 7.01.87 -  
5.03.87 - 26.05.87 - 28.05.87 - 23.07.88 -  
27.07.88 - 8.09.89 - 24.09.89 - 28.09.89 -  
10.10.89 - 26.08.90 - 21.10.90.

**La Repubblica:**

9.07.87 - 27.08.88 - 8.09.90.

**L'Unità:**

12.12.86 - 9.01.87 - 7.05.89 - 13.09.89 -  
19.09.89 - 24.09.89 - 10.10.89 - 17.08.90 -  
24.08.94.

**Il Corriere della Sera:**

13.01.87.

**Paese Sera:**

11.01.87 - 24.09.89.

**Italia Oggi:**

9.01.87.

**Adige:**

19.01.87.

**Giornale di Napoli:**

10.01.87.

**Libertà:**

9.01.87.



# L'antica strada avrà un nome

*Verso la soluzione il mistero della Futa:  
trovato il valico della dimenticata via romana*

*Un'autostrada vecchia di duemila anni*

**Sulle tracce di una strada romana  
che attraversava l'Appennino**

QUALE FLAMINIA?

## Divisi sulla strada

Varie argomentazioni sul tracciato romano

Carlino **BOLOGNA** provincia

**Lassù, in mezzo ai boschi  
la via romana verso Firenze**

DA DOMENICA A VALSERENA UNA MOSTRA SULLA FLAMINIA

## E il console indicò la via

Oltre duemila anni fa da Arezzo a Bologna fra i boschi. Visite guidate

Domenica 21 ottobre 1990

renze provincia

MUGELLO / SCOPERTA UN'ALTRA ANTICHISSIMA STRADA

## Sulla via dei Romani

Forse è la prosecuzione della Flaminia dalla Futa sino a Fiesole

Lettere / Archeologia

## Ma quante Flaminia Minor ci sono sull'Appennino?

zione è destinata a non subire modifiche  
- la soluzione ideale - chiarisce Girolami -  
- sarebbe quella di mantenere l'ambula-  
ottimisti vorrebbero realizzarla entro 500  
anni.  
(Rita Bartolomei)

«Basta a questo punto di tempo»  
vecchi, alcune persone a  
con era stato chiesto invano  
di qualificarsi, hanno suona-  
valcore. Grande rispetto sul  
te indaga. (G.B. e S.S.)

## La lunga ombra dei romani

VIAGGIO TRA I BOSCHI SEGUENDO I SEGNI DELLA «FLAMINIA MILITARE»  
Ricerche da Pian di Balestra al Passo della Futa. Nuovi tratti dell'antico selciato







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